

**SIGHT SAVING**  
is a science with has become perfect through the labour of eminent men, whose discoveries have made it possible to bring your sight to its natural state by the use of accurate lenses.

**N. LAZARUS**  
OPHTHALMIC OPTICIAN.  
24, Queen's Road Central, Hongkong.

# The China Mail.

**JEYES**  
By Royal Appointment  
THE BEST  
DISINFECTANT.

September 3, 1920, Temperature 81.

Barometer 29.42.

Rainfall 0.00 inch.

Humidity 86.

September 3, 1919, Temperature 78.

No. 18,046.

五拜禮

號三月九年十二百九千一英

HONGKONG, FRIDAY, SEPTEMBER 3, 1920.

日一廿月七年庚戌九百九千一

PRICE \$3.00 Per Month

## BUSINESS NOTICES

### WATSON'S STONE GINGER-BEER

The only fermented Stone Ginger-Beer in the Far East.

The real charm of Stone Ginger-Beer is the flavour produced by partial fermentation; without this no Stone Ginger-Beer can be said to be genuine.

\$120 per dozen.

**A. S. WATSON & CO., LTD.,**

APRATED WATER MANUFACTURERS.

TEL. 433.

### DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE)

CARS FOR HIRE IN HONGKONG AND KOWLOON

Agents in South China for:-

Hudson, Essex, Dodge Brothers and Siddleley-Armstrong Motor Cars, Denby Motor Trucks and U. S. Tyres.

GARAGE AT  
24 DES VORTEX ROAD.

TEL. 482.

GARAGE AT  
26 NATHAN RD. KOWLOON

THE MOTOR UNION INSURANCE COMPANY, LIMITED.  
AND  
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.

FIRE, MARINE, LIFE AND MOTOR ACCIDENT.

For Rates and Particulars apply to the General Agents  
UNION TRADING CO., Prince's Building.

## THE BON TON

LADIES' TAILORS AND OUTFITTERS.

CHINESE PONGEE, CREPE AND OTHER

SILK AND PIECE GOODS, OUR SPECIALTY.

Main Store and Showrooms - 37, Queen's Road Central.  
Tailoring Department - 1, 3, & 5, Chin Lung Street.

Phone 928.

CABLE "BONTON."

## BATHING COSTUME

FOR

LADIES &

GENTS

High

At

Quality

Moderate

Goods

Prices.

## THE WING ON CO., LTD.

HONGKONG EMPORIUM.

Phones 196 & 198.

Phones 196 & 198.

**PORTRAITS TAKEN AT YOUR HOME.**  
For Ordinary Portraits—Special Home Portrait Graflex Camera is used.  
Artistic Diffused Focus Pictures—Taken by "Verito" Diffused Focus Lens.  
All Kinds of Photography Undertaken. Prices Moderate.  
**HIROSE STUDIO, Japanese Photographers.**  
Telephone 3076. 23, Praya East.

**Dios Bros**  
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2242.

**DONNELLY & WHYTE.**  
WINE MERCHANTS.

Tel. 624.

Tel. 611.

## TO-DAY'S CABLES.

(Reader's Service to the Chinese Mail)

"FALSE AND LIBELLOUS."

EXPENDITURE ON PRESIDENTIAL ELECTIONS.

COX'S CHARGES FAIL.

CHICAGO, August 31.

The Senate committee investigating expenditure in connection with the Presidential elections has commenced an examination of Mr. William Hays, Chairman of the Republican Committee, who declared that Governor Cox's charges were "false and libellous." He asserted that the whole Republican campaign of 1920 would be carried on with a total expenditure of \$5,600,000. A lengthy examination of Mr. Hays and Mr. Cummings, ex-Chairman of the Committee, failed to confirm Governor Cox's charges.

SPANISH CABINET RESIGNS.

LONDON, August 31.

A Havas message states that following the resignation of the Spanish Home Minister, all the ministers have handed in their resignations to Premier Dato, who, upon the King's request, will head a slightly reshaped Cabinet.

BRESLAU CONSULATE INCIDENT.

HOW THE GERMANS MUST SHOW THEIR REGRET.

LONDON, August 31.

A Havas message states that on resuming duties, Herr Mayer, the German Ambassador in Paris, visited the Secretary General of the Foreign Department. The violation of the French consulate, at Breslau was discussed and the Secretary made Herr Mayer acquainted with the reparations sanctions the French Ambassador in Berlin had been instructed to demand.

BERLIN, September 1.

The French Ambassador has communicated to the German Foreign Minister the French Government's demands as regards the Breslau incident, namely the restoration of the French Consulate by the German Government, an indemnity of 100,000 francs, the punishment of the responsible parties, and a ceremonial re-opening of the Consulate. Likewise a demand is made as regards the incident on July 16 for the punishment of the commander of the Reichwehr company who was responsible for the hostile manifestation against the French Embassy in Berlin. The French Government points out that unless the German Government formally disavows responsibility and energetically punishes the guilty persons an intolerable situation will arise under which anti-French attacks will recur growing worse daily.

"MADE IN ENGLAND."

INFERIOR GERMAN GOODS DUMPED IN AMERICA.

TRADE IMMORALITY.

WASHINGTON, August 31.

An official report states that Germany, in an endeavour to regain her foreign trade and realise sums on manufactured goods which otherwise might remain unsold owing to foreign prejudice, is dumping surplus inferior goods in England and the United States. Exports to England are marked "Made in America" and exports to the United States "Made in England." The report says that such tactics will discredit American manufactures in England and vice versa.

ROUMANIAN CABINET RUMOUR DENIED.

LONDON, August 31.

It is reported that the rumoured resignation of the Roumanian Cabinet is officially denied.

"HATE THE BRITISH."

TURKISH NATIONALIST'S ADVICE TO HIS FOLLOWERS.

HELP FROM GERMANY.

CONSTANTINOPLE, August 31.

The Nationalist leader Mustafa Kemal has issued a proclamation to his followers in which he urges them to hate the British and French and respect the "sacred Turco-Russian and German alliance of 1920." He declares that Bolshevism, which is so worthy of respect, holds out a helping hand and the unconquered German is likewise ready to help.

EX-ENEMY SHIPS.

LORD INCHCAPE ACTS FOR REPARATION COMMISSION.

2,000,000 TONS SURRENDERED.

LONDON, September 3.

Lord Inchcape, on behalf of the Reparation Commission, has undertaken the disposal to British shipowners of the ex-enemy shipping allotted to Great Britain, of which 2,000,000 tons consisting of 24 passenger vessels and 106 cargo vessels have been surrendered.

THE ANGLO-FRENCH LOAN.

NEW YORK, September 1.

It is announced that arrangements for the payment of France's share of the Anglo-French loan are progressing satisfactorily but important details remain to be adjusted.

RED FLAG HOISTED.

ITALIAN WORKERS SEIZE 300 FACTORIES.

SEQUEL TO LOCK-OUT.

MILAN, September 1.

The metal workers in the Milan district protesting against a lock-out seized 300 factories in Lombardy and arrested 1000 men over them. The owners and directors were either ejected or held hostages. The workers remain in possession and are accumulating stock supplies.

## THE DOLLAR.

To-day's closing rate 4/24  
To-day's opening rate 4/24

WESTMINSTER ABBEY.

RESPONSE TO THE APPEAL.

"THE REVERED AND PRECIOUS EDIFICE."

The appeal for funds for structural repairs to Westminster Abbey has evoked a remarkable response throughout the Empire, but a considerable sum is necessary yet, and probably there are some in this country who would like to help. An admirable article appears in a contemporary. It gives an Irish point of view. Here it is:

The announcement that Westminster Abbey is in urgent need of structural repairs is interesting rather than astonishing. As the casework of Britain's greatness and glory the Abbey is the most revered and precious edifice of the Empire. Alas! the slow hand of time recks not of greatness or glory, but falls as inexorably upon empires as upon the flower that perishes with the setting sun. In the history of the world, even as we know it, the life of an empire is but a moment. Yet, though empires crumble and their great monuments decay, the heart of man does not change. What is really astonishing to those who do not understand the heart of the British people is the announcement that quarter of a million pounds required for the work of restoration is to be found by public subscription. Cannot the Government—one is inclined to ask—which spends increasing sums every year on charwomen to clean the offices of its ten Ministries, on its hundreds of huge spending departments, its tens of thousands of semi-idle and incompetent officials, spare this trifling amount to fortify against the ravages of time the shrine of the nation's honour? The answer is, of course, that the British do not do things in that way. This appeal to private effort for what is truly a national undertaking is, perhaps the surest index to the invincible vigour that has made the Abbey what it is. Individual effort is the keynote to the British character. The people's unorganised efforts have astonished the world again and again; their improvisations have built up the Empire and confounded every enemy. Britain is the freest country in the world, because the Briton hates regulations, delights in opportunism, and thrives on unpreparedness. British organisations are commonly failures. Generally they are cast aside at the first moment, and the Briton then proceeds, after his own good fashion to accomplish the work in hand. Given a crisis, the Briton will shine. Produce red tape and he becomes a slothful stupid automaton.

"If England were what England seems,

And not the England of our dreams,  
A thing of putty, brass, and paint,  
How quick we'd chuck her—but  
—she ain't."

Organised, Ministry ridden, England is a thing of putty, brass, and paint. Every great event in the annals of the nation was the work of individual effort made in the face of unforeseen circumstances after the organisation intended to cope with the problem had fallen down. Of such a nature were "Magna Charta" the passing of the Bill of Rights, the final eviction of the ungracious and un-British Spaniards. Westminster Abbey is no monument to departmental efficiency. The great ones that sleep there were men who knew when to put the telescope to the blind eye, and neither served nor ruled according to plan. It is a pity that the Irish people know so little—because they see so little—of the England of Westminster Abbey. The settlement of the Irish question calls for many things. One of them is that England shall cast off the putty, brass and paint, the official blindness and the departmental ineptitude, and be in this little thing, as often before in great things, the England of our dreams. The "Passed to you, please," spirit will never settle Ireland or win Irish respect. The "Victory or Westminster Abbey" spirit may yet do both.

CHRONIC DIARRHOEA.

Are you subject to attacks of diarrhoea? Keep absolutely quiet for a few days rest in bed if possible, be careful of your diet and take Chamberlain's Colic and Liver Complaint Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed to, and it will cure you. For sale by all Chemists and Druggists.

## BUSINESS NOTICES

**J. T. SHAW**  
—TEL. 693—  
SPECIALIST IN EVENING WEAR

DRESS COLLARS

"TIES

"SHIRTS

"GLOVES

"VESTS

"PUMPS

"OXFORDS

SILK SOCKS

LINKS & STUDS



**J. T. SHAW**

TAILOR AND OUTFITTER

NEXT DOOR HONGKONG HOTEL

## THE PHARMACY

(FLETCHER & CO.)

QUEEN'S ROAD.

WE HAVE JUST RECEIVED A FRESH SUPPLY OF  
ENGLISH SOAPS AND TOILET WATERS.

**J. ULLMANN & Co.**

French Firm, Established 1863.

Quality, Variety, Perfection.

## THE GENERAL ELECTRIC CO.

QUEEN'S  
BLDG.

OF CHINA, LTD. TEL. 616.  
HONGKONG.

ELECTRIC LIGHTING FIXTURES.

BOWL FITTINGS, SEMI-INDIRECT LIGHTING UNITS,  
PENDANTS, BRACKETS, TABLE LAMPS, Etc.

HEATING and COOKING

KETTLES, IRONS, WARMING PLATES,  
COFFEE PERCOLATORS, SAUCEPANS, Etc.

MODERN DESIGNS  
EFFICIENCY and ECONOMY.

YOUR INSPECTION OF OUR SHOWROOM IS INVITED.

## CAPE WINES.

OLABET

DRAKENSTEIN (Hook Style)

SAVIGNON BLANC (Hook Style)

CALDBECK, MACGREGOR & CO., LD.  
15, QUEEN'S ROAD CENTRAL. TEL. 75.

**HANDLEY PAGE**  
MULTIPLE ENGINE BIPLANES  
**HANDLEY PAGE LTD.**  
Orickwood, London, N.W.2.

Sole Agents for China:

**PEKING SYNDICATE LTD.**

Sub-Agents for Hongkong and South China:

**W. R. LOKLEY & CO.,**

Hongkong.







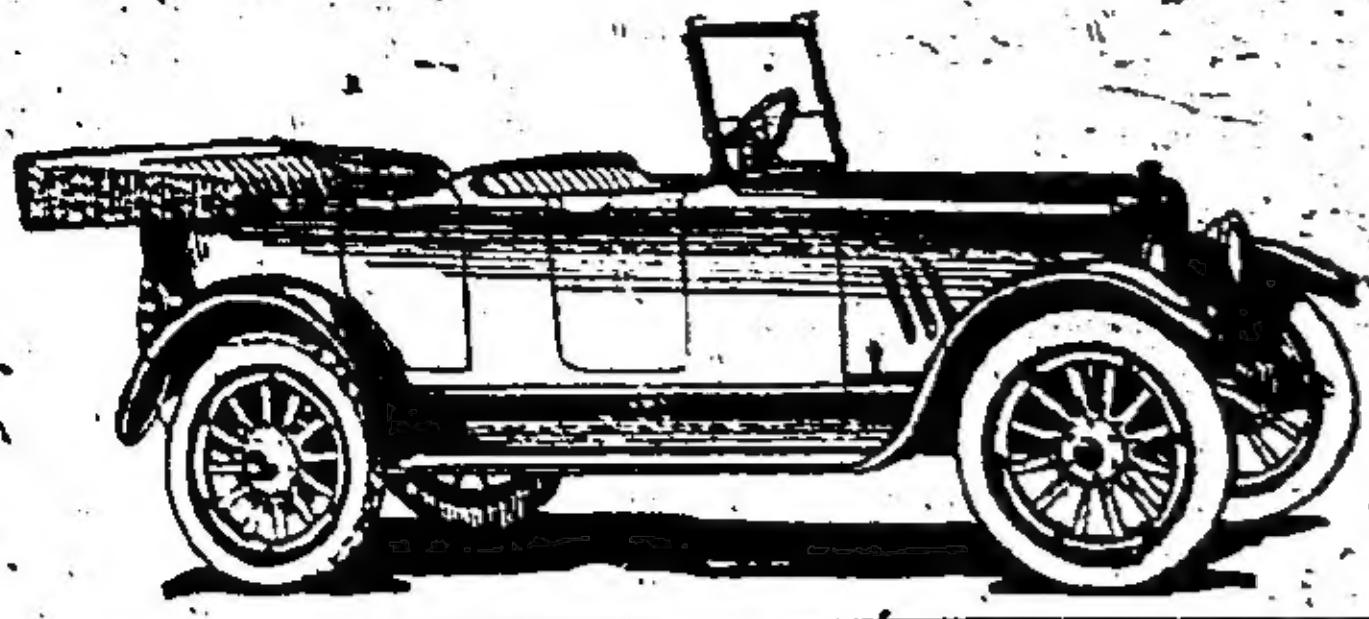








**MERCUY MOTOR CAR CO.**  
59-61 Des Voeux Road Central,  
HONGKONG.



## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

NOTHING TO BOAST ABOUT.

MINERS' BALLOT A CHECK TO EXTREMIST AMBITIONS.

A NARROW MARGIN.

LONDON, August 31.

The figures of the miners' ballot showing 71 per cent in favour of a strike constitute only a five per cent margin above the necessary two-thirds needed for a strike. It is widely pointed out that the margin is nothing to boast about, especially as it is understood that 100,000 boys voted solidly for a strike representing certainly more than the margin obtained. Consequently the result is in the nature of a substantial check to the ambitions of the extremists, especially as the bulk of 400,000 non-voters may be considered as against a strike.

LEADERS' POSITION NOT STRENGTHENED.

The result is regarded as not having strengthened the position of the leaders federation, who it is now reported are prepared to drop the demand for a reduction in the price of coal and concentrate upon increased wages. It is the consensus of opinion in this connection that the Board of Trade is prepared to negotiate with the miners as regards increased wages if the question is linked up with a guaranteed increased output, and furthermore that there is no other solution to the problem.

LONDON, September 1.

The Triple Alliance further considered the miners' position this morning. It decided to authorise the sub-committee of the Alliance to remain in continuous session with power to convene a further meeting of the full body as circumstances may direct after the policy of the miners has been finally declared at the miners' conference to-morrow.

OFFICIAL CIRCLES HOPEFUL.

LONDON, September 1.

Although the *Evening News* declares that mediation has been rejected and the railwaymen and transport workers to-day decided to strike with the miners in the event of the latter striking, it may be pointed out that these alarms are likely to be recurrent during the next few days. They really will be due to the Triple Alliance manoeuvring for strategical position. Neither the transport workers nor the railwaymen, according to their constitutions, can be called out at a moment's notice, the Transport Union comprising mainly dockers who are most hostile to going to extremes and must ballot before a strike, while the railwaymen must refer the question to a delegates' conference. Both would cause at least ten days' delay. Meanwhile official circles do not regard the situation as sufficiently critical for the Premier curtailing his holiday.

NO NEWSPAPERS.

UNAUTHORISED STRIKE LEADS TO GRAVE POSITION.

GENERAL LOCKOUT THREATENED.

LONDON, September 1.

The position of the printing trade in Manchester and Liverpool, which resulted in the stoppage of practically all the newspapers in Lancashire, has become very grave. The strike of printers in those centres was not authorized by the Typographical Union which represents organizations outside London, but the Manchester and Liverpool branches of the union struck work without notice, and the newspaper proprietors have now issued an ultimatum that unless printers return to work before September 3 a general lockout will be declared on all newspapers outside London.

HOME RACING.

LONDON, September 1.

In the St. Leger Archaic is being scratched.

SPLITS AND FLATTIES.

AN ESSAY IN CRIMINAL SLANG.

When a detective has passed through his days of instruction in the school at New Scotland Yard, one of the first things he does is to master the slang used by criminals.

He himself has by a spurt of scholastic energy, been transformed from a flatty (a uniform policeman) into a split (a detective), and a split he will remain until he retires with an always inadequate pension.

Criminals use slang because walls have ears. They do not want the uninitiated to know what they are talking about. If a gentleman with bulging pockets confides in another that he has been busting, and that the squeak is out, he means (but not for the information of the outer world) that he has been committing burglary, and that the police are hunting for him and the stolen property.

The profession of a pickpocket (a hook or dip) is called whizzing. Probably he works the rattle (underground railway). He is knocked off (arrested), taken before the beak (magistrate), followed (committed for trial), and a judge gives him a lagging (penal servitude). Or he may get off with a stretch (twelve months) or a drag (three months).

The Prevention of Crimes Act (the terror of hardened criminals) is known as the Fly-paper Act, presumably because the Act glues them down to honesty—or another spell of nick (prison).

Some of the slang terms are very quaint. A watch is called a clock, and a gold chain a red lot. A tie-pin is a prop. A padlock is known as a monkey, a purse is called a poke, a cheque a kite, and a jammy a stick.

Snide is the term for counterfeit coin; a smasher is a man who passes it. Shoeflying means satchel snatching, a broadman works the three-card trick (cards are broads). The lumber is the place where stolen jewels are disposed of.

A blister is what ordinary people call a summons. Even owners of motor-cars (who are not all criminals) talk about the number of times they have been blistered.

Telling the tale is the craft of the confidence trickster, and if you hear from him "I am not spicing" he means that he is not pulling your leg or exaggerating.

Kathleen Mayormeen was the pretty name given by the more educated criminals to the indeterminate sentence. Rather neat. "It may be for years, or it may be for ever," you see.

There are many more slang terms to learn if you listen to the talk of criminals.

Oh, I must mention one more. A crook is a man who gets his living by dishonest means.—*Daily Mail*.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

POLISH OPERATIONS.

LIBERATION OF EASTERN GALICIA.

WARSAW, September 1.

A communique states that the combined advance of the Poles and Ukrainians has already liberated the greater part of Eastern Galicia from Bolshevik occupation. The Poles occupied the whole left bank of the Dniester. The Ukrainian offensive crossing the Dniester south of Buczacz is developing successfully and is compelling Bolshevik detachments to retreat in order to avoid encirclement.

POLES ATTACK LITHUANIANS.

LONDON, September 1.

Lithuanian official circles in London learn from Kovno that on August 31 the Poles attacked Lithuanian troops near the Angustowo canal, causing grave casualties. They occupied Suwalki and are advancing to Sokmal.

POLISH REPLY TO AMERICAN NOTE.

WASHINGTON, September 1.

The Polish reply to the American note, while agreeing with the American wish to have Russian territory respected, states that Poland is forced to consider the serious consequences resulting should the Polish counter-offensive cease at a fixed line without satisfactory guarantees from the Soviets. The reply draws attention to the fact that the Bolsheviks violated Poland's frontiers, although Britain had called on the Soviets to halt at the ethnographic boundaries of Poland. Mr. Colby announced that the reply was considered entirely satisfactory.

WOMAN'S SUFFRAGE.

NOT ASSURED FOR AMERICAN WOMAN YET.

NASHVILLE, TENNESSEE, September 1.

The House of Representatives passed a vote expunging all record of the recent ratification of the Women's Suffrage Amendment on the ground that a quorum was not present. Tennessee's adherence to the amendment gave the requisite two-thirds majority of the States necessary to give the vote to all the women citizens of the United States.

ONCE BITTEN.

BELGIUM PROVIDES AGAINST ANOTHER INVASION.

CONVENTION WITH FRENCH.

BRUSSELS, September 1.

The new Franco-Belgian Military Convention approved by both Governments is ratifiable in a few days. The Convention lays down the role assignable to Antwerp in the event of a new invasion and provides for the direction of the retreat of the Belgian army in the event of the first defensive battle not checking the invasion. Arrangements are also made for different concentration of Belgian forces from that of 1914. The Convention in no way encroaches on the prerogative of the Parliaments of the two countries and limits itself to providing for the eventuality of a German attack.

COUNTY CRICKET CHAMPIONSHIP.

LONDON, September 1.

Notts. and Kent have drawn in the final. Percentages for the County Championship are:—Middlesex 77.00, Lancashire 74.61, Surrey 68.69, Yorkshire 67.50, Kent 65.60, and Sussex 63.28.

BELFAST CONFLICT.

TROOPS ENTRENCHING IN THE STREETS.

FIGHTING CONTINUES.

LONDON, September 1.

The *Daily Chronicle* learns that Sir Edward Carson's announcement on August 31 relates to an offer to mobilise the Ulster Volunteers to restore order and release troops for service elsewhere.

Altogether there were 35 incendiary fires in Belfast yesterday, making 170 for the week. The firemen are exhausted. Fighting continued this afternoon in spite of frequent machine gunning by troops entrenching in the streets.

MORE DESTRUCTION.

LONDON, September 1.

Yesterday's dead in Belfast were seven. Sinn Feiners in Dublin raided the headquarters of the Air Force and secured a number of secret military documents, and revolvers. All the buildings of the coast guard station at Browhead, Cork, including the war signal station, were destroyed by bombs and fire last night.

The *Daily News* announces that the Government has provisionally accepted the offers of the Ulster Volunteers to assist in the control of Belfast. The paper declares that there are insufficient troops in the country to deal with the trouble expected to follow the death of the Lord Mayor.

ANOTHER PITCHED BATTLE.

LONDON, September 1.

Three more were killed and many wounded in Belfast to-day as the result of attacks upon the shipyard workers going to work. The trouble began at 8 o'clock when a thousand shipyard men going to work on trams were fired upon by snipers on the roofs. The military rushed up and fired. Two men were killed in the ensuing panic and a third fatality occurred during a pitched battle between the shipyard men and the dockers which was suppressed by the military. The city is at present quiet. The death roll since Saturday is twenty-four.

MC SWINEY TAKING NOURISHMENT.

LONDON, September 1.

The latest reports regarding Mr. McSwiney are raising the question, Is he taking nourishment? The Lord Mayor's chaplain daily made alarming statements on leaving the prison until last night when he refused to speak, while this afternoon, according to *Standard*, a Home Office physician, who specially visited and examined Mr. McSwiney, reported that his condition was satisfactory, and to-night it was announced that Mrs. McSwiney was not paying her customary evening visit to the bed side.

MESOPOTAMIA.

ALL WELL WITH ISOLATED GARRISON.

LONDON, September 1.

A communique from Mesopotamia states that although the Kufah garrison is isolated, it is well stocked with supplies and has not been seriously injured. Despatches from the garrison are being made periodically and the garrison's messages indicate that all is well there.

## THE KUNG HONG CASE.

TO GO BEFORE PRIVY COUNCIL.

At the Supreme Court, this morning before the Full Court, consisting of the Acting Chief Justice (Mr. H. E. J. Gompertz) and the Acting Puisne Judge (Mr. J. R. Wood), Mr. W. H. Drummond, (instructed by Mr. W. B. Head) asked for leave to appeal to the Privy Council in the case in which Fung Yung Chan appealed to the Full Court of appeal against a judgment given by the acting Chief Justice in favour of Wong Lam Sang and Chan Tso Hing in connection with the non-fulfilment of a contract in regard to the sale of the "Kung Hong". They asked for a new trial. The Full Court of appeal dismissed the application with costs.

Mr. F. C. Jenkin (instructed by Mr. G. R. Haywood) appeared for the respondents.

Mr. Drummond read out the petition of the appellant and said the application before their Lordships was for leave to appeal to the Privy Council from the judgment which was given by the Full Court on August 20 dismissing the application for a new trial.

The Chief Justice: Your notice of motion does not conform to the petition.

Mr. Drummond: The notice of motion was made on the ground that we have been refused leave to appeal.

The Chief Justice: That is not a correct statement.

Mr. Drummond: It is a clerical error.

The Chief Justice: Better set it right. The real order was refusal to order a new trial. I think your notice should be amended.

Mr. Drummond drew attention to the Ordinance in regard to security and suspension of judgment.

The Chief Justice wished to know on what ground execution of judgment should be suspended.

Mr. Drummond replied that it was merely formal judgment could not be suspended as the money had been paid.

His Lordship remarked that by paying the money the appellants had waived the benefits accruing from the ordinance.

Mr. Drummond: Suppose we succeed in the appeal. There would be an order for a new trial. We shall then have no security. The real object of the clause is to protect the appellant.

The Chief Justice: That is the intention. As a matter of fact we ourselves like to see that practice, but I cannot see how we can have power to make an order. Leave to appeal is given on the usual grounds. The question of security will be considered by us.

TO-DAY'S  
ADVERTISEMENT.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "WEST INSKIP."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that the above vessel has brought cargo from Manila ex the S.S. "ELEBRIDGE" Voyage 10 out on which General Average of 12 1/2 per cent was declared and that before delivery of cargo can be given consignees must sign General Average Bond, furnish completed Valuation Statements and pay a General Average contribution of 12 1/2 per cent of the invoice value of the goods, c/c Hongkong.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on September 6, at 10 a.m. and September 7, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after September 7, will be subject to sale.

No First Insurance whatever will be effected.

Consignees are requested to send their Bills of Lading for counter-signatures immediately.

PACIFIC MAIL S.S. Co.,  
HONGKONG, Sept. 3, 1920.

"WALLA WALLA BOATS" The only European Boats in the Colony. Phone 3515.

## NOTICES.

# LAST TWO DAYS OF SUMMER SALE

Ladies' Department Only.

TO-DAY & TO-MORROW

FURTHER  
- GREAT -  
REDUCTIONS.

LANE, CRAWFORD & CO.



COLUMBIA  
GRAFONOLA  
THE SUPREME  
INSTRUMENT OF  
MUSIC

THE ANDERSON MUSIC CO., LTD.  
(THE COLUMBIA SHOP)

## PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

## TANSAN

received the highest award

A GOLD MEDAL

from a committee of critical judges at the

Anglo-Japanese Exhibition

which testifies to its excellence and purity.

Beware of bogus imitations. No Tansan is genuine unless the label bears the name of

J. CLIFFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits or Milk.

Tansan raises the spirits and excites sanguine anticipation even as a flagon of wine exhilarated the monks of old.

For the good old friar of orders grey Would have waived the flagon of wine away And contented himself as any man can With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars and Clubs in the Far East.

AGENTS

GANDE, PRICE & CO., LTD.

101, Market Street.

4, QUEEN'S ROAD, CENTRAL.



## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

SAILINGS—  
To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 8 a.m.)  
From Macao—daily at 8.30 a.m. and 5 p.m. (Mondays at 7 a.m.)  
and 2 p.m. Sundays at 5 p.m. only.

Police Permits to leave the Colony are not required.  
Further information may be obtained at the Consulate, Oran, Hotel Mandarine,  
or from Messrs. Trow, Ock & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

## STEAMSHIP SERVICES.

## NEW YORK (BERTH).

## S.S. "EGREMONT CASTLE"

Sailing on or about 10th September.

## LLOYD TRIESTINO

## FOR SHANGHAI AND JAPAN.

S.S. "AFRICA" Sailing on or about 8th October.

## FOR BRINDISI, VENICE, TRIESTE, Etc.,

TAKING CARGO ON THROUGH BILLS OF LADING.

FOR LEVANT, BLACK SEA & DANUBE PORTS.

Via SINGAPORE, PENANG AND COLOMBO.

## S.S. "INNSBRUCK"

Sailing on or about 5th September.

## S.S. "HUNGARIA"

Sailing on or about 3rd October.

## S.S. "AFRICA"

Sailing on or about 7th November.

Passengers Luggage can be insured at the office of the Agents.

## NANTO YUSEN KAISHA, Ltd.

## SOUTH SEA MAIL S. S. CO.

## Regular Services between

## JAPAN, HONGKONG &amp; JAVA

## FOR JAVA.

S.S. "BORNEO MARU" Sailing on or about 16th September.

S.S. "SAMARANG MARU" Sailing on or about 10th October.

## FOR JAPAN.

S.S. "SAMARANG MARU" Sailing on or about 5th September.

S.S. "RIJUN MARU" Sailing on or about 14th September.

## OCEAN TRANSPORT Co., Ltd.

## (TAIYO KAIUN KAISHA.)

## Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading For South AFRICAN PORTS with

transshipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM

NAVIGATION CO., LTD., and APCAL LINE.

For Freight or Passage on any of the above Lines apply—

DODWELL & CO., LTD., Agents.

## E. HING &amp; CO.

## LARGE STOCK OF SHIPBUILDING MATERIALS,

via Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1114. 35, Wing Woo Street, Canton.

## O. S. K.

## OSAKA SHOSEN KAISHA.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## LONDON, ANTWERP, ROTTERDAM &amp; HAM-

BURG—Monthly direct service via Singapore and Port Said.

ALPS MARU (Call Marseilles) Tuesday, 7th Sept.

ATLAS MARU Saturday, 26th Sept.

Buenos Aires—Rio de Janeiro, Santos, Montevideo, Durban and

Cape Town via Singapore.

CHICAGO MARU Thursday, 5th September.

CANADA MARU Tuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

INDUS MARU Sunday, 5th September.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.

SHISEN MARU Thursday, 2nd September.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

KUNAJIRI MARU Friday, 25th September.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching at immediate ports in

Japan and taking cargo Overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ARABIA MARU Monday, 27th September.

NEW YORK—Regular monthly service via Japan ports San Francisco,

Panama and Cuban Ports.

HONOLULU MARU Monday, 20th September.

NEW ORLEANS LINE.

JAPAN PORTS—Moj, Kobe Yokkaichi, Yokohama.

GANGES MARU (omit Moj & Ythama) Friday, 3rd September.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon passen-

gers and will arrive at and depart from the O.R.K. wharf

near the Harbour Office.

AMAKUSA MARU—Monday, 6th September.

TAKAO via SWATOW and AMOY.

SOHBU MARU Thursday, 8th September.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

## CHINA-AUSTRALIA MAIL S. S. LINE.

## For AUSTRALIAN PORTS via MANILA &amp; SANDAKAN.

"HWAH PING" Sailing Sept. 15th.

"VICTORIA" Sailing Oct. 1st.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Agents. Telephone No. 2207. 125, Connaught Road Central.

## SHIPPING

## C. N. C.

## CHINA NAVIGATION CO., LTD.

## SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

MANILA CEBU & HONOLULU HANYANG Sept. 4, at 4 p.m.

WEIHAIWEI CHEFOO & TIENTSIN KINCHOW Sept. 4, at 4 p.m.

SHANGHAI AND TIENTSIN YINGchow Sept. 4, at 4 p.m.

HOIHOW PAKHOI & HAIKOW KATOW Sept. 5, at 8 a.m.

AMOI, SHANGHAI AND HONGKONG SWATOW Sept. 7, at 10 a.m.

SWATOW AND BANUKOK CHUAN Sept. 7, at Noon

SHANGHAI & TIENTSIN CHUAN Sept. 11, at 4 p.m.

AMOI, SHANGHAI AND HONGKONG CHUAN Sept. 14, at 10 a.m.

SHANGHAI LINE—PASSENGERS' MAIL, and CARGO. Regular

Saloon accommodation and ships. Electric Light and Fans in Saloon and

State-rooms. Regular schedule service between Canton, Hongkong, Shanghai

(twice weekly) and Yungtow (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 32.

## THE ADMIRAL LINE

## Operating the following U.S. Shipping Board Steamers.

## For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"CROSSKEYS" Sailing at Shanghai and Kobe About Sept. 25th.

"ICONIUM" Sailing at Shanghai and Kobe About Oct. 6th.

## For PORTLAND, ORE.

"WAWALONA" Sailing at Shanghai and Kobe About Sept. 7th.

"MONTAGUE" Sailing at Shanghai and Kobe About Sept. 15th.

## For NEW YORK.

"CAPE MAY" Sailing at Shanghai and Kobe About Sept. 18th.

"ELDERA" Sailing at Shanghai and Kobe About Sept. 15th.

"CITY OF JOLIE" Sailing at Shanghai and Kobe About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

## THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mandarine.

## SERVICE TO UNITED STATES

## NEW YORK and/or BOSTON.

## Via Panama.

## S.S. "CAPE MAY" About 15th Sept.

## For freight space and particulars apply to—

## BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE.

AGENTS. 5th Floor, HOTEL MANDARINE.

Telephone 2477 & 2478.

## THE BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE.

## Freight Service to Europe.

## Regular Service to

## ANTWERP &amp; ROTTERDAM.

S.S. "EASTERLING" About 16th Sept.

For freight, space and particulars apply to—

## THE ADMIRAL LINE.

AGENTS. 5th Floor, HOTEL MANDARINE.

Telephone 2477 & 2478.

## LOS ANGELES PACIFIC NAVIGATION COMPANY.

## "TRANS-PACIFIC FREIGHT SERVICE"

"Operating the following U.S. Shipping Board steamers:

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DOE INWARDS ABOUT SAILINGS

S.S. VENTURA Sept. 12, S.S. VENTURA Sept. 12.

S.S. WEST HIXON Oct. 7, S.S. WEST HIXON Oct. 7.

Through Bills of Lading to all U.S. and Canadian Overland Points.

No transshipment on route.

Shipside connection with the California, Santa Fe and Southern Pacific Railroads.

Head Office: LOS ANGELES, CALIF.

Branch Offices: KORE, SHANGHAI, MANILA, SINGAPORE.

Hongkong Office: Prince's Building, Queen's Road.

CHAS. E. RICHARDSON, General Agent for South China.

Telephone No. 1022.

## SHIPPING

## C. P. O. S.

## HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moj) Kobe & Yokohama)

STEAMERS FROM HONGKONG VANCOUVER

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Empress of Russia Oct. 21 Nov. 8

Monteagle Oct. 28 Nov. 15

Empress of Japan Nov. 8 Nov. 30

Empress of Asia Nov. 18 Dec. 6

Empress of Russia Dec. 16 Jan. 3

Monteagle Dec. 31 Jan. 24

Empress of Asia Jan. 13 Jan. 31

Empress of Japan Jan. 19 Feb. 9

Empress of Russia Feb. 10 Feb. 28

Passengers to Europe are strongly urged to determine the exact

date of the Atlantic sailing desired prior to departure from

the Orient. Traffic conditions on the Atlantic are as complicated

as on the Pacific. Atlantic reservations can be arranged by cable

or letter for all passengers to Europe, whether or not crossing

the Pacific via C.P.O.S. steamers. Frequent sailings Montreal

to Liverpool, London and Glasgow. Passage orders issued here,

will cover all such reservations.

For Fare and other information please apply to

HONGKONG OFFICE.

Telephone No. 32. Cable Address: GACANPAC.

## CANADIAN PACIFIC

## OCEAN SERVICES

## CHINA MAIL S.S. CO., LTD.

## FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,200 tons)

## SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

October 31st 1920. November 6th 1920. September 24th 1920.

## AN OVERSIZED HIGH CLASS

## PASSENGER SERVICE.

C. T. SURRIDGE, Acting Freight & Pass. Agent Dept. 1934.

Prinsep Buildings, 100, 102 & 104, Tel. Freight Dept. & Agent 2161.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in State-rooms

and Saloons. Excellent Cuisine.

## SWATOW, AMOY &amp; FOOCHOW

## AND RETURN.

(Occupying 9 to 10 Days)

DEPARTURE: HAIKOWING Capt. A. H. Stewart... TUESDAY, 7th Sept. at 2 p.m.

HAIKOWING Capt. J. S. Thomson... FRIDAY, 10th Sept. at 2 p.m.

## AMOI.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

## AMERICAN &amp; ORIENTAL LINE.

## NEW YORK VIA SUEZ.

"General Church" 10th November.

Subject to change without notice.

## ORIENTAL AFRICAN LINE.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (S'pore), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

## THE BANK LINE, LTD.

MANAGING AGENTS

## "ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co. Ltd.)

## JAPAN, CHINA AND STRAITS

## TO

## UNITED KINGDOM &amp; CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED,

For

SEAMEN SAILA

LONDON "KANSAS" On 10th Sept.

LONDON "SWAZI" On 20th Sept.

Subject to change without notice.

## THE BANK LINE, LTD.

Or to KIMBE & Co., Canton. General Agents.

## NEW YORK DIRECT.

## JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL B.N. CO., LD.)

## AND&lt;/



# SHIPPING P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA.  
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED  
SEA, EGYPT, EUROPE, &c.

## PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"JEROME"	7,400	17th Sept.	MARSHALL LONDON & A'warp.
"DILWANA"	7,400	18th Sept.	Singapore, Colon & Bombay.
"KATIA"	9,000	19th Sept.	MARSHALL LONDON & A'warp.
"NANKIN"	8,900	20th Oct.	MARSHALL LONDON & A'warp.
"KANGAR"	8,900	20th Oct.	MARSHALL LONDON & A'warp.
"ALIPORA"	8,200	20th Oct.	MARSHALL LONDON & A'warp.

## BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"JAPAN"	8,100	7th Sept.	Straits, Rangoon and Calcutta.

## EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KANOWA"	7,000	25th Sept.	Sardakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,900	4th Oct.	

## SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"KANOWA"	7,000	5th Sept.	Moji and Kobe.
"NANKIN"	8,900	8th Sept.	Shanghai and Japan.
"GREGORY APCAR"	4,900	11th Sept.	Shanghai and Japan.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between  
Singapore and Calcutta, or Singapore and Madras in lieu of the section of  
their P. & O. Tickets Singapore to Calcutta.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the  
Company's Office up to noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents  
regarding arrival of consignments expected of which they have received documents  
or advice.

Any damaged packages must be left in the Godowns for examination by the  
Commissioners and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.  
on WEDNESDAYS and THURSDAYS. All claims must be presented within ten days  
of the steamer's arrival here, after which date they cannot be recognised. No  
claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, and books, etc., apply to

MACKINNON, MACKENZIE & CO.,

25, Des Voeux Road Central, HONGKONG. Agents.

# N. Y. K.

## NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U. S. in connection with Great Northern, Northern  
Pacific, and Chicago, Milwaukee & St. Paul Railways.

FURUKAWA MARU (omitting MARU) ...	Saturday, 11th Sept., at 11 a.m.
KATOBI MARU ...	Thursday, 20th Sept., at 11 a.m.
TATSUMI MARU ...	Friday, 1st Oct., at 11 a.m.

## LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KAGA MARU ...	Thursday, 9th Sept., at Noon.
YOKOHAMA MARU ...	Friday, 11th Sept., at Noon.
TAMBA MARU ...	Friday, 1st Oct., at Noon.

## HAMBURG, LONDON & ANTWERP

## LIVERPOOL & MARSEILLES via Singapore, Colombo Suez and Port Said.

TOITORI MARU ...	Tuesday 28th September.
------------------	-------------------------

## SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ...	Wednesday, 22nd Sept., at 11 a.m.
HIKIO MARU ...	Wednesday, 29th Oct., at 11 a.m.

## NEW YORK.

## SOUTH AMERICAN PORTS via Cape.

## BOMBAY & COLOMBO via Singapore.

TALAN MARU ...	Wednesday, 16th September.
YETOROFU MARU ...	End of September.

## CALCUTTA & RANGOON via Singapore & Penang.

BOMBAY MARU ...	Saturday, 4th September.
-----------------	--------------------------

## JAPAN PORTS—Nagasaki, Kobe & Yokohama.

HIKIO MARU ...	Saturday, 18th September, at 11 a.m.
----------------	--------------------------------------

## SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU ...	Wednesday, 8th September, at 11 a.m.
DAKAR MARU ...	Wednesday, 8th September.
YAKASA MARU ...	Friday, 10th September.
SADO MARU ...	Friday, 17th September, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

TELEPHONE Nos. 221 & 222.

## SHIPPING.

## PRINCE LINE FAR EAST SERVICE.

## For NEW YORK

S.S. "CELTIC PRINCE" via Panama Canal Early October.

Steamers proceed via SUEZ CANAL or PANAMA

CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO.,  
Agents.

# T. K. K. TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU. "THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
SHINTO MARU	25,000	Sept. 8th.
FEIKO MARU	8,000	Sept. 17th.
KOREA MARU	8,000	Sept. 17th.
SIBERIA MARU	20,000	Oct. 17th.
TENYO MARU	21,000	Oct. 28th.

(Omitting call at Shanghai. \*Calling at Keelung.

## SOUTH AMERICAN LINE.

## HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,  
BALINA CRUZ, BALBOA, CALLAO, MOLLENDU, AI CA & IQUIQUE.

TRAVEL BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANTU MARU	18,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight, and sailings,  
apply to—

King's Building.

Agents at Canton:

Messrs. T. E. GRIFFITHS, LTD.

Y. TSUTSUMI, Manager.  
Tel. Nos. 5274 & 5312.

## NOTICE.

We can supply the Best Steaming Coal on Short Notice  
for Ships and Local Consumers.  
Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

SANG KEE & CO.,

No. 78, Des Voeux Road Central.

Cable Add. "SANGKEY." Tel. No. 8420.

# THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two slipways and can accommodate any craft  
of 300 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.  
Shipyard: Sham-Sui-Po, Kowloon, HONGKONG. Telephone No. 8.  
Estimates furnished on application.

Hongkong, April 1, 1912.

## NOTICES TO CONSIGNEES

## PACIFIC MAIL STEAMSHIP CO.

## NOTICE TO CONSIGNEES.

S.S. "LAKE FIELDING."

From CALCUTTA via PENANG,  
SINGAPORE and SAIGON.

The above mentioned vessel having  
arrived from the above mentioned  
ports, Consignees of cargo are hereby  
informed that they must take  
immediate delivery of same from  
alongside, and all cargo impeding  
discharge will be landed at their  
risk and expense into the Pacific  
Mail Steamship Company's godowns  
at West Point, and stored at Con-  
signees' risk.

Consignees of cargo are hereby  
notified that they must produce an  
Import Permit signed by the Super-  
intendent of the Imports and Exports,  
Hongkong, before Bills of Lading  
can be countersigned.

All broken, chafed and damaged  
goods are to be left in the godowns,  
where they will be examined on  
September 8th, at 10 a.m.

All claims must be presented with-  
in a week of the steamer's arrival  
here, after which they cannot be  
recognised. No claim will be ad-  
mitted after the goods have left the  
godowns, and all goods remaining  
undelivered after September 7th will  
be subject to rent.

No Fire Insurance whatever will  
be effected.

Consignees are requested to send  
in their Bills of Lading for counter-  
signature immediately.

PACIFIC MAIL STEAMSHIP CO.,  
As Operators, U.S. Shipping Board.

Hongkong, August 21, 1920.

## NOTICES TO CONSIGNEES

## PACIFIC MAIL S.S. COMPANY.

## NOTICE TO CONSIGNEES.

S.S. "ECUADOR"

From SAN FRANCISCO via HONO-  
LULU, JAPAN PORTS, SHANGHAI  
and MANILA.

The above mentioned vessel having  
arrived from the above mentioned  
ports, Consignees of cargo are  
hereby informed that their cargo  
will be landed at their risk into  
the Pacific Mail Steamship Com-  
pany's godowns at West  
Point, and stored at Consignees' risk.

Consignees of Cargo are hereby  
notified that they must produce an  
Import Permit signed by the Super-  
intendent of the Imports and Exports,  
Hongkong, before Bills of Lading can  
be countersigned.

All broken, chafed and damaged  
goods are to be left in the godowns,  
where they will be examined on  
September 7, at 10 a.m., and September  
8, at 10 a.m.

All claims must be presented with-  
in a week of the steamer's arrival  
here after which they cannot be re-  
cognised.

No claim will be admitted after the  
goods have left the godowns, and all  
goods remaining undelivered after  
September 8, will be subject to rent.

No Fire Insurance whatever will  
be effected.

Consignees are requested to send  
in their Bills of Lading for counter-  
signature immediately.

PACIFIC MAIL STEAMSHIP CO.,  
Hotel Managers.

Hongkong, September 1, 1920.

## NOTICES TO CONSIGNEES

## STRUTHERS AND DIXON, INC.

## NOTICE TO CONSIGNEES

From SEATTLE

## THE Steamship

"DEUEL"

having arrived from SEATTLE via  
ports on 30th August 1920, consignees  
are hereby notified that their cargo is  
being landed at their risk into the  
Godowns, and/or Extra-Hazardous  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd.  
Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce  
an Import Permit signed by the  
Superintendent of Imports and Exports,  
Hongkong, before Bills of Lading will  
be countersigned.

All broken, chafed and damaged  
cargo is to be left in the Godowns  
where it will be examined at 10 a.m. on  
8th September, 1920, by the Company's  
Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within  
ten days of the steamer's arrival  
here, after which they cannot be re-  
cognised. No claims will be re-  
cognised after the goods have left the  
Godowns, and cargo undelivered on  
and after 8th September, 1920, will be  
subject to rent.

Consignees are requested to send in  
their Bills of Lading for counter-  
signature immediately.

STRUTHERS & DIXON, INC.,  
Agents.

1st floor, Powell's Building,  
12, Des Voeux Road, Central,  
Hongkong, August 30, 1920.

## NOTICE TO CONSIGNEES.

## THE Steamship

"HUNGARIA"

From TRIESTE, VENICE, BRINDISI,  
PORT SAID, COLOMBO, PENANG  
and SINGAPORE.

CONSIGNEES of Cargo are hereby  
informed that all Goods are  
being landed at their risk into the Go-  
downs of the Hongkong and Kowloon  
Wharf and Godown Company, Ltd.,  
at Kowloon, whence and/or from the  
wharves delivery may be obtained.

Optional Cargo will be forwarded  
unless notice to the contrary be given  
before 30th inst.

No claims will be admitted after the  
Goods have left the Godowns and all  
Goods remaining undelivered after the  
6th prox. will be subject to rent.

All claims against the steamer must  
be presented to the Underwriter on or  
before the 15th prox. or they will  
not be recognised.

All broken, chafed and damaged  
Goods are to be left in the Godowns  
where they will be examined on the  
6th prox. at 10 a.m.

No Fire Insurance has been effected.  
Bills of Lading will be counter-  
signed by

DODWELL & Co., Ltd.

Hongkong, August 30, 1920.

## SHIPS' STORES

Hardware, Metals, Paints  
and Oils.

Full Lines of Shipchandlery  
Supplies.

## KWONG SANG & CO.

Established in 1884.  
57, 58 & 59 Connaught Road Central.  
Tel. Nos. Office: 2554 & 2296.  
Godowns 716.

## A. KWAI & CO.

12 & 13 Connaught Road Central, HONGKONG.

## "NAVY CONTRACTORS"

Ship-Chandlery, Coal Merchants,  
Sail-Makers, General Storekeepers  
and  
Soap and Soda Manufacturers.  
Cable Add. "AKWAI." Tel. No. 1285.

## SHIPBUILDERS.

## SHIP REPAIRERS.

## BOILER MAKERS.

## FORGE MASTERS.

## OXY-ACETYLENE, AND

## ELECTRIC WELDERS.

## MECHANICAL, AND

## ELECTRICAL

## ENGINEERS.

TEL. ADDRESS: "TAIKOOK," HONGKONG.

TELEPHONE No. 212.

Cable Address: "U" OVER ASIA, HONGKONG.

OF HONGKONG, LIMITED.

Capable of Handling Ships up  
to 2,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of  
Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE

AGENTS

HONGKONG, CHINA & JAPAN

## SHIPPING



**PACIFIC MAIL S.S. CO.**  
U. S. MAIL LINE  
Operating the New First Class Steamers  
"ECUADOR" "VENIZUELA"  
"COLOMBIA"  
HONGKONG TO SAN FRANCISCO  
via SHANGHAI, KOREA, YOKOHAMA & HONOLULU  
"NEW YORK" BELT  
Sailing from HONGKONG at NOON  
"ECUADOR" Wednesday, Sept. 8th.  
"COLOMBIA" Wednesday, Oct. 6th.  
"VENIZUELA" Wednesday, Nov. 3rd.  
U. S. SHIPPING BOARD VESSEL FOR SAN FRANCISCO  
"WEST INSKIP" Friday, Sept. 3rd.  
Hepburn-Calcutta Service.  
"LAKE FIELDING" Friday, Sept. 3rd.  
PACIFIC MAIL S.S. CO.  
2nd Floor, 12, Des Voeux Rd.,  
HONGKONG. Cable Address  
"PACIFIC MAIL S.S. CO." "SOLANO."

## STRUTHERS & DIXON, INC.

Operating Far Eastern services for account of the  
UNITED STATES SHIPPING BOARD.

Amalgamated with GREEN STAR LINE,  
NEW YORK.

Operating Baltimore via Panama service, to the Far East.

Operating via PANAMA, FRISCO, DIRECT.

"ELKHORN" For SEATTLE 12th September.

"BRAVE CORAL" For CUBA 15th September.

"DEUEL" For ROTTERDAM and NEW YORK 12th September.

"AQUARIUS" For CUBA 15th September.

"CHIHONG" For SEATTLE and SAN FRANCISCO 15th September.

"WEST HIRSH" For SEATTLE and SAN FRANCISCO 15th September.

Through Bills of Lading issued to all U. S. and Canadian  
Overland Common Points.

HONGKONG OFFICE—1st floor Powell's Building, 12 Des Voeux Rd., Tel. 210.

# JAVA-PACIFIC LINE

## OF THE JAVA-CHINA-JAPAN LINE

Steamer	From	Expected on or about	Will leave on or about	For
"TJISONDARI"	Java.	10th Sept.	18th Sept.	



## SHIPPING

# P. & O. BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"JYPORE"	7,400	12th Sept.	MARSHALLS LONDON & A'warp.
"DILWARA"	5,400	13th Sept.	Singapore, Colombo & Bombay.
"KATIA"	8,000	19th Sept.	MARSHALLS LONDON & A'warp.
"NANKIN"	8,900	5th Oct.	MARSHALLS LONDON & A'warp.
"KANGAR"	8,900	20th Oct.	MARSHALLS LONDON & A'warp.
"ALIPOR"	8,900	30th Oct.	MARSHALLS LONDON & A'warp.

## BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"JAPAN"	6,100	7th Sept.	Straits, Rangoon and Calcutta.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KANOWNA"	7,000	25th Sept.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,900	4th Oct.	

## SAILINGS TO SHANGHAI &amp; JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"KANOWNA"	7,000	6th Sept.	Moji and Kobe.
"NANKIN"	8,900	at 11 a.m.	Shanghai and Japan.
"GREGORY APCAR"	4,900	11th Sept.	Shanghai and Japan.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

These Inter-Communications. 1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo. All Cabins are fitted with Electric Fans free of charge. Steamers and Sailors, dates are liable to be cancelled or altered without notice. Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Fare, Freight, and books, etc., apply to

**MACKINNON, MACKENZIE & CO.,**  
Agents.

## N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## SEATTLE &amp; VICTORIA via Manila, Keelung, Shanghai &amp; Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

"YUNYIMU MARU"	... Saturday, 11th Sept., at 11 a.m.
"KATORI MARU"	... Thursday, 30th Sept., at 11 a.m.
"TAMBA MARU"	... Friday, 1st Oct., at 11 a.m.

## LONDON &amp; ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said &amp; Marseilles.

"KAGA MARU"	... Thursday, 9th Sept., at Noon.
"YOKOHAMA MARU"	... Friday, 10th Sept., at Noon.
"TAMBA MARU"	... Friday, 1st Oct., at Noon.

## HAMBURG, LONDON &amp; ANTWERP

## LIVERPOOL &amp; MARSEILLES via Singapore, Colombo Suez and Port Said.

"TOTTORI MARU"	... Tuesday 25th September.
----------------	-----------------------------

## SYDNEY &amp; MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

"TANGO MARU"	... Wednesday, 22nd Sept., at 11 a.m.
"NIKKO MARU"	... Wednesday, 30th Oct., at 11 a.m.

## NEW YORK

## SOUTH AMERICAN PORTS via Cape.

## BOMBAY &amp; COLOMBO via Singapore.

"TAIYAN MARU"	... Wednesday, 16th September.
"YETOBOPU MARU"	... End of September.

## CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

"BOMBAY MARU"	... Saturday, 4th September.
---------------	------------------------------

## JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

"NIKKO MARU"	... Saturday, 18th September, at 11 a.m.
--------------	--

## SHANGHAI, KOBE &amp; YOKOHAMA.

"MISHIMA MARU"	... Wednesday, 8th September, at 11 a.m.
"DAKAR MARU"	... Wednesday, 9th September.
"WAKABE MARU"	... Friday, 10th September.
"SADO MARU"	... Friday, 17th September, at 11 a.m.

For further information apply to

**NIPPON YUSEN KAISHA.**

S. YASUDA, Manager.

Telephone Nos. 325 & 326.

## SHIPPING.

## PRINCE LINE FAR EAST SERVICE.

For NEW YORK.

S.S. "CELTIC PRINCE" via Panama Canal Early October.

Steamers proceed via SUEZ CANAL or PANAMA CANAL at Owners' option.

For freight and further particulars, apply to:

**SHEWAN, TOMES & CO.,**  
Agents.

## T. K. K.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
"SHINYO MARU"	22,000	Sept. 6th.
"PEREIRA MARU"	9,000	Sept. 17th.
"KUREA MARU"	9,000	Sept. 30th.
"SIBERIA MARU"	20,000	Oct. 15th.
"TENYO MARU"	22,000	Oct. 28th.

(Omitting call at Shanghai. "Calling at Keelung."

## SOUTH AMERICAN LINE.

## HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

Twice by TRANS-ANDALUS ROUTE to BUENOS AIRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
"ANTO MARU"	18,500	Sept. 9th.
"SEIYU MARU"	14,000	Nov. 9th.

For full information regarding passengers, freight, and sailings, apply to—

King's Building, Agents at Canton: Y. TSUTSUMI, Manager.

Messrs. T. E. GRIFFITHS, LTD. Tel. Nos. 2274 & 2375.

## NOTICE.

We can supply the Best Steaming Coal on Short Notice for Ships and Local Consumers. Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

**SANG KEE & CO.,**

No. 73, Des Voeux Road Central. Cable Add. "SANGKY." Tel. No. 3420.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 300 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 428.  
Shipyard: Shum-Sui-Po, Kowloon, HONGKONG. Telephone No. 2.  
Estimates furnished on application.

Hongkong, April 1, 1912.

## NOTICES TO CONSIGNEES

## PACIFIC MAIL STEAMSHIP CO.

## NOTICE TO CONSIGNEES.

S.S. "LAKE FIELDING."

From CALCUTTA via PENANG, SINGAPORE and SAIGON.

The above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on September 6th, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized. No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after September 7th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO., Agents, U.S. Shipping Board, Hongkong, August 21, 1920.

## NOTICES TO CONSIGNEES

## PACIFIC MAIL S.S. COMPANY.

## NOTICE TO CONSIGNEES.

S.S. "ECUADOR."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI and MANILA.

The above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on September 7, at 10 a.m., and September 8, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after September 8, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO., Agents, U.S. Shipping Board, Hongkong, September 1, 1920.

## NOTICES TO CONSIGNEES

## STRUTHERS AND DIXON, INC.

## NOTICE TO CONSIGNEES

From SEATTLE

## THE Steamship

"DAKOTA"

having arrived from SEATTLE via ports on 30th August, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where it will be examined at 10 a.m. on 6th September, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on or after 6th September, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents.

1st floor, Powell's Building, 12, Des Voeux Road, Central, Hongkong, August 30, 1920.

## NOTICE TO CONSIGNEES.

## THE Steamship

"HUNGARIA"

From TRIESTE, VENICE, BRINDISI, PORT SAID, COLOMBO, PENANG and SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 30th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th prox. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 16th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 6th prox. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

**DODWELL & Co., Ltd.**  
Agents.  
Hongkong, August 30, 1920.

## SHIPS' STORES

Hardware, Metals, Paints and Oils.

Full Lines of Shipchandlery Supplies.

## KWONG SANG &amp; CO.

Established in 1888.  
57, 58 & 59 Connaught Road Central.  
Tel. Nos. Office: 2564 & 2565.  
Godowns 785.

## A. KWAI &amp; CO

12 & 13 Connaught Road Central, HONGKONG.

## "NAVY CONTRACTORS"

Ship Chandlery, Coal Merchants, Sail-Makers, General Storekeepers and Soap and Soda Manufacturers.

Cable Add. "AKWAI." Tel. No. 181.

## SHIPPING



**PACIFIC MAIL S.S. CO.**  
U. S. MAIL LINE.  
Operating the New First Class Steamers  
"ECUADOR" "VENEZUELA"  
"COLOMBIA"  
HONGKONG TO SAN FRANCISCO  
via SHANGHAI, KOREA, YOKOHAMA & HONOLULU  
THE S. S. "VENUE" BELT  
The most comfortable route to America and Europe.  
Sailings from HONGKONG at NOON.  
"ECUADOR" ... Wednesday, Sept. 8th.  
"COLOMBIA" ... Wednesday, Oct. 6th.  
"VENUE" ... Wednesday, Nov. 3rd.  
U. S. SHIPPING BOARD VESSEL FOR SAN FRANCISCO  
"WEST INSIDE" ... Friday, Sept. 2nd.  
Hongkong - Calcutta service.  
"LARK" ... Friday, Sept. 2nd.  
PACIFIC MAIL S.S. CO.  
Agents: Messrs. Shearman & Sterling, 100, Broad Street, New York.

## STRUTHERS &amp; DIXON, INC.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

Also Amalgamated with GREEN STAR LINE, NEW YORK.

Operating Baltimore via Panama service, to the Far East.

For SAN FRANCISCO Direct.

"ELKHORN" ... 7th September.

"BRAVE COEUR" ... 14th September.

For SEATTLE ... 12th September.

For ROTTERDAM AND NEW YORK ... 15th September.

For CUBA ... 18th September.

For SEATTLE AND SAN FRANCISCO ... 21st September.

Through Bills of Lading issued to all U. S. and Canadian.

HONGKONG OFFICE—1st floor Powell's Building, 12 Des Voeux Rd., Tel. 200.

Telephone No. 1674.

## JAVA-PACIFIC LINE

OF THE JAVA-CHINA-JAPAN LINE

Steamer From Expected on or about Will leave on or about For

S.S. "TJISONDARI" Java, 10th Sept. 18th Sept.

The steamers are all fitted throughout with electric lights and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LINE, GENERAL MANAGERS, New York Buildings.

Telephone No. 1674.

## THOS. COOK &amp; SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at TARIFF RATES.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing

Sailings and Fares from the Far East to all parts of the World, will

be forwarded free on application.

Telegraphic Address "COUPON." THOS. COOK &amp; SON,

Hongkong Hotel Buildings, Hongkong.

Telephone No. 634.

Also: HANOI, PEKING, YOKOHAMA, MANILA.

Cable Office—LUDGATE CIRCUS, LONDON, E.C.

## STEAMING COAL.

Contracts Solicited for Bunkering Ships

at Hongkong, Shanghai, Keelung (Formosa)

And All Leading Japan Ports.

## K. KIMURA &amp; CO.

2, Connaught Road Central.

Cable Add. "Propaganda." Tel. No. 2530.

SHIPBUILDERS.  
SHIP REPAIRERS.  
BOILER MAKERS.  
FORGE MASTERS.  
OXY-ACETYLENE, AND  
ELECTRIC WELDERS.  
MECHANICAL, AND  
ELECTRICAL  
ENGINEERS.

**TAIKOO DOCKYARD & ENGINEERING COMPANY**  
OF HONGKONG, LIMITED.

## —DRY DOCK—

Length 287 Feet  
Length on Blocks 750 Feet  
Depth on Centre of  
SID. (H.W.O.S.T.) 34 ft. 6 ins.

## —THREE SLIPWAYS—

Capable of Handling Ships up  
to 2,000 Tons Displacement.  
Electric Crane at Sea Wall, Capacity  
Lifting 100 Tons at 70 Feet Radius.

**BUTTERFIELD & SWIRE**

AGENTS,  
HONGKONG, CHINA & JAPAN.

Tel. Address: "TAIKOO DOCK," HONGKONG.  
Telephone No. 214.  
Cable Address: "TAIKOO DOCK," HONGKONG.



## Union Suits

B. V. D. made of a white check nainsook. Knee length. \$2.75 per suit.

White knitted cotton, medium weight, either knee or ankle length. From \$6.50 per suit.

UNION SUITS ARE THE MOST COMFORTABLE STYLE OF UNDERWEAR

**MACKINTOSH**

& CO., LTD.

Men's Wear Specialists.

16, Des Vaux Road.

Telephone 29.

## AMERICAN MANNERS.

[By HENRY W. NEVINSON.]

Can there be any more delightful holiday than visiting a foreign land where one understands the language almost completely? An Englishman in the United States can enjoy that pleasure to the full. For a few weeks he is almost sure to get the pronunciation wrong in "tomato" and "vase" and a few other common words. He will continue to say "got" instead of "gotten," and he will spell "check" as "cheque," or talk of engaging a room instead of making a reservation, or ask for a season ticket instead of commuting. But these little errors are soon corrected, and even in his broken American how much more easy the Englishman moves than in his broken French, or German, or Swedish. How much more readily he sympathises with peculiarities and characteristics among the Americans than among other foreigners, such as the Chinese or Hindus! As in Ireland, he is a foreigner, but he has less difficulty of comprehension.

From the very first the Englishman is overwhelmed with surprises, chiefly delightful. He had expected to be received with rudeness or at best with indifference. He had supposed the American people as a whole to be rough and ill-mannered. Perhaps their loud and high-pitched voices had given him the idea. But the loud or high-pitched voice is produced, I think, mainly by the noise of the cities, or by the isolation of the houses in the suburbs and country (so that one has to shout to be heard from door to door), or by the habit of talking all at once, so that only the loudest voice can assert itself. It has no connection whatever with aggressiveness, impoliteness, or want of consideration. Except perhaps in India, I have never known such consideration, such sensitivity to the feelings of others, such solicitude to please as in these States. An Englishman, appearing among the people as a stranger, speaking their language with a markedly foreign accent. We know how the "beastly foreigner" is treated in our country, and I expected even worse. On the contrary, everywhere I met, from the porter to the policeman and the educated man or woman in the street, seemed to have been waiting all their lives just for this opportunity of doing me a service and giving all their aid. If I inquire the way, everyone within hearing stops dead still to tell me, just as all the traffic in Fifth Avenue stops as though frozen when the red light appears on the middle of the road. Women go far out of their way to make the shortest route to me, and what do our soldiers? If I do not understand some custom, they sit down on a bench and explain till the meanness of understanding can be in no doubt. When a total stranger like myself is introduced, men and women come forward with such a smile and such a cry of "Very pleased indeed to meet you!" that it is almost impossible to realise they would say the same to your bitterest enemy. Insincere? Not in the least. It is but politeness and the solicitude to please. How charming after the English and Scottish manner of greeting every stranger as an enemy or a bore!

How this widespread politeness has grown up and been diffused I cannot say. It is the more remarkable because the children are so commonly what is called ill-bred. They persist and interrupt and whine. They whine like sick kittens. They seem never to have "Hush!" or "Don't!" said to them, and never to be told that "little people are meant to be seen and not heard." I suppose there is not on earth a more irritating human being than the ordinary whining American child between five and ten. If only I had the whining of your neck, the uncustomed Englishman is inclined to remark. And yet, out of these unendurable little terrors grow the sweetest-tempered and most courteous men and women I have known. Is there, then, something

wrong in the British training? Must we abandon "Hush!" and "Don't!" Must we cease to speak roughly to the little child and beat him when he whines? God forbid! There must be other causes for the charm of American manners.

Puritanism as a religion is dead, but perhaps there lingers still a tradition of the Puritan sweetness of manner and quiet grace in behaviour—such sweetness and quietude as grave Quakers use. Generation after generation of old Americans ("hundred per cent Americans") as their descendants love to call them now) once lived as in God's sight—lived each day as if it were their last, or at least professed to live in that solemn manner. Perhaps a fellow-feeling of equality in the presence of Eternal Truth has passed into the very blood of the race. Or if that explanation seems too far-fetched, there are the public schools to teach equality. For the public school in America is not the richly-endowed private school for the children of the plutocracy as in England, but is really a public school open to every class—to every degree of wealth or poverty. I am told the standard of education is not so high as in our so-called public schools. As far as the teaching of knowledge goes I do not understand how it could be lower, but granting that knowledge is but a very small part of education, still one may say that the American public school beats ours easily in the diffusion of manners. Who can over-estimate the advantage of a country where all the young stand on a footing of equality and where opportunity for knowledge and a common education is open to all irrespective of the parents' wealth? Here, one says "Sir" to everyone, or no one. On the trains there is only one class, and the workman is as comfortable as the capitalist (the great expresses take Pullman cars and sleeping cars, it is true, but there are no first, second, and third class compartments). I suppose equality and the freedom from fear of riches or station are the very foundations of good manners. For a man conscious of social inferiority will be either servile or rude.

No doubt a healthy climate and a leisurely manner of life tend also to politeness, as we see in Spain and Turkey. Cold and heat are greater here than with us, but both are better prepared for, and both are healthy, at all events in these eastern States, and health induces an amiable temper. Work is here conducted with a deal of unnecessary noise and an assumption of "hustle," but the inner spirit of it is easy-going and leisurely, as befits the heat of summer and the heated rooms of winter. People "blow in" at the offices about nine or half-past. They blow out to lunch for an hour or so at twelve, and Broadway "down-town" or Fifth Avenue at 23rd Street becomes a moving swarm of youths and maidens, beaming, well dressed, well fed, much at their ease. About five they all blow away to their homes by "bus," trolley, subway, or elevated rail. No doubt a lot of work gets done, but it is absurd to think of Americans as sunk to the chin in business. A cheerful spirit of leisure prevails. Outside Russia I have never seen a people so unpunctual, so indifferent to time. Time to them is entirely, and wisely, a matter of "relativity," and so is space. No country in the world can employ so many typists ("stenographers"), dictaphones, telephones, and other machines for correspondence. But in none outside Turkey have I found it so difficult to get an answer to a letter. They do not write. Like Napoleon, they wait till letters answer themselves. It is magnificent. No one wants it to be

Even the food conduces to good-tempered politeness. Prices are higher than they were, but still there is plenty, and, to imitate a famous advertisement, the food recalls the delicious European meals of six years ago. It is even better, or at least more varied. The early lunch makes the greater part of the day seem all ways afterglow, and everyone knows the improvement in afternoon manners. Equality, health, food, a leisurely indifference to time, a free carelessness about business, and one might add the general education and association of boys and girls, men and

## THE DEMON PIANIST.

48 HOURS WITHOUT STOP.

CONFIDENT OF 100 HOURS.

Seated at a piano in his shirt sleeves, Mr. Albert Kemp, who called himself the "Demon Pianist," recently started to play the piano for 48 hours without a stop.

He is in training for the £10,000 prize offered by the Consolidated Music Company of Chicago to anyone who can play continuously for 100 hours. A Daily News representative found Mr. Kemp seated in the corner of a picture theatre in Surrey Street, Croydon.

"I am quite confident of lasting for 100 hours," he said, "and this 48 hours' test is easy. When closing times comes I shall play 'God Save the King,' as usual, and simply carry on with all sorts of popular airs in the presence of my committee and attendants."

"The worst hours are just before dawn, from 2 to 4 a.m., when I have to fight sleep. My head is bathed with water and eau-de-Cologne, and then, after playing a rattling good overture, I am all right for the next 24 hours. When the great contest comes in September, I shall have memorized 150 popular tunes. The strain will come in the last three hours, when I shall have to play the 'William Tell' and 'Pomp and Circumstances' overtures."

## OLDEST ARTIFICIAL LEG.

PERIOD 300 B.C.

HOW IT WAS MADE.

The oldest artificial leg in existence is that in the museum of the Royal College of Surgeons of England. It was found in a tomb at Capua, and is, of course, of Roman origin.

This artificial member accurately represents the form of the human leg. It is made with pieces of thin bronze, fastened by bronze nails to a wooden core. Two iron bars, having holes at their free ends, are attached to the upper extremity of the bronze; a quadrilateral piece of iron found near the position of the foot is thought to have given strength to it. There is no trace of the foot, and the wooden core had nearly crumbled away. The skeleton had its waist surrounded by a belt of sheet bronze edged with small rivets, probably used to fasten a leather lining. Three painted vases lay at the feet of the skeleton. The vases belong to a rather advanced period in the decline of art, about 300 B.C.

## MYSTERY OF COAL.

REMARKABLE RESEARCHES.

PROFOUND SCIENTIFIC INTEREST.

Remarkable series of researches have recently been carried out in Great Britain on the constitution of coal. The problem was tackled by D. Marie Stopes from the standpoint of microscopy and fossil botany, and last year she communicated to the Royal Society a paper in which she distinguished four visible ingredients in the coal under examination. Her researches were followed up in several laboratories, particularly with a view to discovering the behaviour of each of the ingredients. Some tests were made in an ingenious electric furnace which rapidly distilled the coal, separating out the ingredients. These tests revealed that two of the ingredients were concerned in the familiar process of coking. Another investigation has examined the action which coal has on a photographic plate. These investigations are of profound scientific interest, and may at any moment lead to results of practical value to engineers.

women together—these are among the reasons of that superior politeness which every visitor to these States must notice. Perhaps there is some disadvantage besides. Perhaps the people as a whole are too patient, too tolerant, too easily acquiescent in the never-ending audacity of elected persons.

There is nothing so hard as to concentrate indignation into a genuine and decisive movement in the States. Other causes combine, especially, I think, the size of a country so vast that what happens in New York is hardly noticed in San Francisco. There is the character of the so-called newspapers as well, to say nothing of the presence of great hordes of foreigners inured to endurance. But those are subjects far too large for this occasion. In any case the Americans are not a fierce people, as I think Burke once called the English. They are a patient people, and very polite.

## EMPRESS EUGENIE.

MYSTERY OF HER FORTUNE.

HOW MUCH DID SHE LEAVE?

The question of the Empress Eugenie's will and the wealth she has left is a complicated and at present a somewhat speculative one. Mr. Edward Legge, author of "The Empress Eugenie, 1870-1910," summarises the interesting situation as follows:

Less than two days had elapsed after the Imperial lady's death in her beloved Spain than everybody who was supposed to be acquainted with her pecuniary affairs was being asked, "How much has she left?"

It was so when her husband died in 1873. There had been published only a couple of months after the French disaster at Sedan numerous assertions concerning the financial position of Napoleon III., so that Messrs. Baring Brothers felt constrained to publicly announce that they had not made any investments for account of the Empress; and did not hold any stocks or objects of value for her account.

We come now to a more important matter, which concerned the Empress, and throws a flood of light upon her monetary resources. Messrs. Markby, Parry, and Stewart, solicitors, Coleman-street, announced in the Press: "The estate of the Empress Eugenie, who has been sworn under £120,000, but it is right to state that this sum is subject to claims which will reduce the amount actually received by the administratrix [the Empress Eugenie] to about one-half of the sum named."

It will thus be seen that all that the Empress inherited from her consort was about £60,000. When she took up her abode at Camden-place, Chislehurst, in the autumn of 1870, she had practically no little money at her disposal, the Comtesse Melanie de Pourtales, one of the reigning beauties at the Tuileries, came to England and placed her fortune at the disposal of the Empress, who declined it.

In comparatively recent years it was gravely recorded by Continental and English papers that the Empress had left her vast fortune of £6,000,000 to the Jesuits!

In January, 1904, Princess Mathilde, cousin of the Emperor Napoleon III., died at St. Germain, a few miles from Paris, and it was announced in the French and English papers that she had left all her money, under £100,000, to Prince Louis Napoleon, the only brother of Prince Victor, the Bonapartist Pretender to the French throne, who with his wife and family, spent four of the recent war years at Farnborough Hill, under the Empress's roof.

It is Prince Victor to whom, according to the journals on both sides of the Channel in 1904, "The great wealth of the Empress Eugenie will revert, according to family arrangement. She is said to possess £2,000,000 sterling."

## SPEEDY CRIPPLES.

TRICYCLISTS' CLUB.

"CLIMBS LIKE A CAT."

There was an impressive rally of crippled men in Hyde Park, W., after which about 30 invalid tricycles and chairs sped to Richmond, a journey of about nine miles by road.

That a disabled man is as proud of the possibilities of his machine as an athlete of his muscles was clear from the conversation of those who assembled early at the Hyde Park gates. "There's no hill will beat this," said one man, with a proud pat to his wheel. "although she's a little slow on the flat."

"Mine does nine miles an hour and climbs like a cat," said another. His neighbour pointed to a three-spoked gear and said, "With that on top I can touch 11." Pointing to a motor-propelled chair, he added, "But I want one of those, and then I'll do 25."

Storm aprons were adjusted, cigarettes and pipes lighted, and the word to "get moving" was given. The way face of a youth who lost his legs on the Somme fought with enthusiasm as faces were set towards Richmond Park, where a picnic was held before the return at 6.30.

The organiser of the spin, Mr. L. M. Burn-Stock, is himself compelled to travel in a motor-propelled invalid chair. "We want more, each trip into the country as these," he told a Daily Mail reporter, "and the men must be got together for social reasons. We contemplate starting an association for them. It will probably be called the British Association of Tricyclists. I should like any who are compelled to travel in this way to get into touch with me at 22, All Saints-road, Kensington, W."

There are more than 500 people in London entitled to join the club Mr. Burn-Stock is organising. It will be for all those using invalid chairs or tricycles, whether disabled in the war or not.

Four New Launches are under construction for the "WALLA" Fleet.

## SOLD FOR \$70 CASE.

MAGISTRATE'S DECISION.

BOTH SIDES GREATLY EXAGGERATED.

Giving judgment to-day in the case in which a Chinese woman was charged with assaulting an 8-year-old servant girl, Magistrate Hutchinson said: "The charge before me is that of assault and as such it is a more or less trivial case. The Doctor's evidence makes it quite clear that the child's condition was not serious, that the blows had been administered with a light cane, and were not in any way severe. Both sides have, I am of opinion, greatly exaggerated their own side of the case. There is no doubt that the parents meant to give the child into the custody of the defendant as a 'Mui Tsai,' and that the child did run away twice and was a very precocious child."

I am also satisfied that the child was whipped and tied up by the household of the defendant. I think this whipping was perhaps rather more heavy than it should have been; but there is nothing that, in any way, resembles persistent cruelty. The defence tried to make out that this was a deep plot on the part of the parents, and an attempt to "fly the white pigeon." I do not believe this; but I think that the parents are trying to make capital out of the present situation. I find the defendant guilty of assault and fine her \$5.00. The custody of the child must be decided by the S.C.A. and I order the child to be taken to him."

At the resumption of the hearing yesterday afternoon, Mr. Rowan, defending, called the defendant's three daughters and a fellow tenant of the house to prove that the defendant had only cased the girl a few times, because she was very willful. The defendant did not on any occasion bind the girl. Counsel also called a witness to prove that the detective taught the girl what to say on the way to the hospital, but in the box this witness proved useless, and was dismissed.

The Magistrate remarked that such an allegation should not have been made against the detective unless Counsel was sure of his witness. Mr. Rowan was apologetic. Addressing the Magistrate after the case for the defence had been closed, Counsel said: "I am not appearing as a champion of mistresses or women who ill-treat slave girls in Hongkong, but simply to throw out the facts of the case. It is greatly to be regretted that in a well-governed Colony like Hongkong, there should be such cases brought before a Magistrate."

Dealing with the facts of the case, Counsel drew the Magistrate's attention to certain discrepancies in the evidence of the complainant. He said that the whole incident was a trap laid by the parents of the girl, because they could not refund the \$70 the defendant had paid for their daughter.

"If" he said "just because a child was given three or four strokes with a cane a person becomes liable to be charged, then all the residents in Hongkong ought to be charged."

The Court was crowded. Among the interested spectators was the Rev. V. H. Copley Moyle, who followed the proceedings with close interest.

## CRUSHED TO DEATH.

KILLED INSTANTANEOUSLY.

FALL OF FIVE TON LOG.

The body of a male Chinese aged 27, living at No. 4, Haiphong Road, Kowloon, was yesterday removed to the public mortuary. The man was accidentally killed by a log of wood weighing some five tons falling on him while he was at work in the timber yard of the Kowloon Godowns at 10.30 a.m. He was severely crushed, and death was instantaneous.

## ALL-METAL AEROPLANES.

WINGS MADE OF STEEL.

ADVANTAGES OF ALL-METAL SYSTEM.

At least two makes of aeroplanes at the forthcoming Aero Exhibition will possess the remarkable quality of being "fashioned" throughout of metal. Hitherto the need for lightness has compelled the use of fabric for wings, which, however efficient, is delicate, expensive, and entails great labour in its construction. Recent enterprise has, however, led to planes being made of steel in one case and of a light alloy—of aluminium in another. Wings "fashioned" of the former will be seen on the stand of the Air Ministry, being lent by the makers Messrs. Armstrong, Siddeley, while Messrs. Short Brothers display the others. Advantages claimed for the all-metal system include rapidity of construction—since the parts can be stamped out of sheet material—and "non-inflammability." Uniform strength is another quality of the good, the whole machine being very much less and reconstruction is remarkably expedited.

## DAIRY FARM NEWS.

New shipments just received

GOUDA	"	80 cents per lb.
EDAM	"	80 " "
OREAM	"	80 " pat
PICNIC	"	80 " jar

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

## HORLICK'S MALTED MILK

A Great Factor in Food Economy.



Put full cream milk enriched with all the nutritive extracts of selected malted barley and wheat in powder form. Every particle is wholesome nourishment. It is very soluble, and there is absolutely no waste. The addition of hot or cold water instantly forms a delicious food beverage as highly nutritious and so easily digested that it is advantageously employed in cases of ill health, and in all cases where a nourishing food is required. It supplies food, nutritive value, is pleasant to the taste, and is easily assimilated.

READY IN A MOMENT BY STIRRING BRISKLY IN HOT OR COLD WATER ONLY. NO COOKING REQUIRED. Accept no substitutes. There is nothing "just as good."

OF ALL CHEMISTS AND STORES.

HORLICK'S MALTED MILK CO., SLOUGH, ENGLAND.

## BANK SHROFF CASE.

ACCUSED COMMITTED.

YESTERDAY'S PROCEEDINGS.

Chan Sin-Chuen, the shroff employed in the Comptroller Department of the Hongkong and Shanghai Bank who is charged with the embezzlement of \$22,000, and the woman who is charged with receiving \$2,536 of the stolen money, were yesterday committed by Magistrate Smith to stand their trial at the forthcoming Criminal Sessions.

Mr. Leo d'Almada appeared for the male defendant and Mr. C. F. Mason for the woman, while Messrs. D. J. Lewis and M. K. Lo watched the proceedings in the interest of the Hongkong and Shanghai Bank, and Mr. Ho Wing (the Comptroller) respectively. Inspector Grant prosecuted, and said that he proposed to recall Mr. Ho Wing.

Mr. Leo d'Almada said that there was no necessity to recall Mr. Ho Wing, who had made his statement at the previous hearing. The Assistant Comptroller had also made a long statement, which differed from that of Mr. Ho Wing. At the termination of the evidence, said Mr. d'Almada, it was for his Worship either to discharge first defendant or to commit him for trial.

Mr. Smith said that perhaps the Police wanted it to be made definite whether first defendant embezzled the money from the Bank or from Mr. Ho Wing.

Mr. d'Almada stated that the prosecution had stated that the money was paid into the Bank, which issued a receipt for same.

Mr. Leo d'Almada objected, saying that Mr. Lo was only watching the case.

Mr. Lo held that he was entitled to make any remarks for he appeared for the complainant. The reason why he said he was watching the case was because Inspector Grant had conducted the prosecution up to date, and he did not wish to relieve him of the "conductorship."

He was sure his Worship would allow him to make his remarks. He wanted to get out from Mr. Ho Wing evidence whether the money embezzled by first defendant belonged to the Bank and whether defendant was a servant of the Bank. As he read the depositions of the case, continued Mr. Lo, he found that it was not perfectly clear whose servant first defendant was. It was quite clear in the depositions that the money belonged to the Bank and not to Mr. Ho Wing.

Mr. d'Almada said that both points were quite clear.

His Worship said that Mr. Lo's first point was clear because defendant was on the "pay sheet" of the Bank.

Mr. Lo said he wanted to ask three or four questions from Mr. Ho Wing, one of which related to the terms of first defendant's engagement by the Bank. He also wanted to know whose orders defendant had to obey.

Mr. d'Almada: We have this in evidence.

Mr. Lo said it was not for Mr. d'Almada to say the recall of Mr. Ho Wing was unnecessary.

Mr. Smith then read Mr. Ho Wing's evidence.

Mr. Lo pointed out that Mr. Ho Wing said in cross-examination that defendant was responsible for the embezzlement of the money directly to him and indirectly to the Bank. He (Mr. Lo) did not understand Mr. d'Almada's objection. The prosecutor was entitled to conduct a case in any manner he desired and not in the manner Mr. d'Almada liked.

Mr. d'Almada said he did not object to the production of further evidence, but he certainly objected to any modification of Mr. Ho Wing's evidence in the witness-box.

Mr. Smith decided to recall Mr. Ho Wing, who stated that he was a servant of the Bank. Three years ago he took defendant to see the chief cashier of the Bank for his approval of his engagement. Defendant, who was engaged by the Bank through witness, was paid by the Bank and was subject to the Bank's orders.

Mr. d'Almada: You are also a servant of the Bank?

Mr. Ho Wing: Yes. It was in your capacity of a servant that you were directed to engage a man for the Bank?—Yes. With the approval of the Bank.

It is quite clear that defendant was never your servant?—Yes. First defendant in his statement, which was produced, said he did run away with \$22,000. Second defendant, in her statement, which was also produced, said that she did not know where the money came from. It had been given her by first defendant.

Inspector Grant then gave evidence of the arrest. He said he found a Chinese sailor's suit complete with hat at defendant's house, No. 72 Portland Street, Yaumatei. In a tea caddy he found a quantity of jewellery, including a gold watch and a chain. Altogether \$4,536 in notes was recovered from defendant.

At the conclusion of the evidence, Messrs. d'Almada and Mason said they reserved their defence.

Mr. Mason asked his Worship to reduce second defendant's bail from \$3,000 to \$2,000, saying that there was very little evidence against her.

Mr. Lo opposed the application, pointing out that most of the money was unrecovered.

Mr. Mason stated that the only evidence against his client was that certain money was found on her.

And the money was "secreted," remarked Mr. Lewis.

Mr. Smith refused Mr. Mason's application. Defendants were committed to the Sessions for trial.

CHAMBERLAIN'S COUGH REMEDY.

THIS remedy has no superior as a cure for colds, croup and whooping cough. It has been a favourite with mothers of young children for almost forty years. It is not only a cure for colds and grip, but prevents these resulting in pneumonia.

Chamberlain's Cough Remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by all Chemists and Storekeepers.







# MORE THAN MEETS THE EYE.

## QUARREL IN A SHOP.

MAGISTRATE DISMISSES ASSAULT CHARGE.

Mrs. Lizzie Solomon, a resident of Kowloon, this morning charged the foki of a Yaumati shopkeeper with assault.

The defendant denied the charge. The complainant said that she and some friends went to the defendant's shop on the morning of August 27. While they were engaged in the weighing of some rice, the defendant shouted to her that her baby was tampering with a basket of rice. As witness turned round to see what was the matter, the defendant put his hand in her coat pocket and took out \$5 which her cousin had given to her to buy rice. She caught hold of the defendant's hand whereupon he hit her on the chest with his fist. He also kicked her down. The witness said that she could call her cousin to support her statement if necessary. The assault was deliberate.

The defendant said that at 10 a.m. on August 27 the complainant and some friends came to the shop. While one of her friends was buying 20 cents worth of rice, witness noticed the defendant taking two handfuls of rice from a basket. He remonstrated with her and insisted that she should put the rice back whereupon the complainant and her friends "went" for him. They were so furious in their attack that witness had to run out of the shop to escape being injured.

Inspector Cayll said that the reason he did not charge the defendant with larceny as well as assault, was because he had acted in a very straightforward manner. When witness, Sub-Inspector O'Connell, and some Chinese detectives visited the shop after the report of the assault had been made, they found the defendant in the shop. He, (the Inspector) did not believe all that the complainant had told him about the case. He believed that the trouble was over a previous purchase of rice. The defendant's master's shop was a big establishment.

The Magistrate said he agreed with the Inspector that there was more in the case than met the eye; in the circumstances, he would dismiss the summons.

# WHEN WOMEN QUARREL.

## ASSAULT WITH A POLE.

PUSH THAT BROKE A RIB.

Before Magistrate Hutchison this morning, Inspector Fox, of Kowloon City, charged a Chinese woman with breaking one of the ribs of another woman.

The defendant denied the assault. She said that the other woman assaulted her and tore her coat. In order to protect herself from further injury, she pushed the complainant, who lost her balance and fell into a ditch, breaking her rib by the fall.

The Inspector asked for a remand, as the complainant was in the hospital, and would not be discharged for a week at the earliest.

Asked what had happened, the Inspector said that the women were feeding pigs in Kowloon City yesterday, when a quarrel arose between them. The complainant struck the defendant a blow on her shoulder with a pole, and was about to hit her a second time when the defendant pushed her. The complainant fell into the ditch, breaking a rib.

The Inspector added that he thought the complainant's injury was caused more through an accident than by design.

The Magistrate remanded the case until September 10, fixing bail in the sum of \$25.

# MAGICIANS OF THE BRAIN.

## GENII OF THE MIND.

FIVE HUNDRED MILLION CELLS.

The brain contains 500,000,000 cells, roughly speaking, each having a consciousness of its own. They are the geni of the mind, humbly waiting to do its bidding; guardians of the vast stores of ideas that you—more often than not without realizing it—have gathered along life's highway. Are you one of the feeble kind, who have "no idea," or are you in the ranks of the sensible, who summon the spirits of the intellect to their aid? How is this done? Nothing more simple. Get the problem fairly and squarely into your head, and then forget it! The little geni of the brain refuse to be coerced. Humour them, however, and there is no limit to what they can, and will, do for you. You have to make a decision. Turn the problem round and round in your head till you are giddy, you will get no nearer the solution. Put it away from you. Don't force your thoughts; leave them alone, and behold, suddenly, when you least expect it, the idea you have been searching for will jump into your mind, to be instantly recognised as the one that you wanted.

# WEATHER REPORT.

Sept. 27. 14h. 50m.—Warning to Hongkong, Manila and Coast Ports.—A severe typhoon within 60 miles of Lat. 23° N. Long. 125° E. moving N.W.

Sept. 27. 23h. 30m.—Warning to Hongkong, Manila and Coast Ports.—A severe typhoon within 60 miles of Lat. 23° N. Long. 125° E. moving N.W.

Sept. 28. 9h. 30m.—Warning to Hongkong, Manila and Coast Ports.—A severe typhoon within 60 miles of Lat. 23° N. Long. 125° E. moving N.W.

Sept. 28. 11h. 34m.—No returns from Japanese stations, Manila is still the only station reporting from the Philippines. Pressure has decreased considerably over Formosa and the adjacent coast, and slightly to moderately elsewhere. The typhoon is crossing North Formosa on a westerly track.

Hongkong Rainfall for the 24 hours, ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 81.06 inches, against an average of 67.00 inches.

Forecast for the 24 hours ending at noon on September 4th.

1.—Hongkong to Gap Rock, W. and N.W. winds, fresh to strong; fair at first, cloudy, with rain later.

2.—Formosa Channel. Cyclonic gales.

3.—South coast of China between Hongkong and Lamock. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

# ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

SEPTEMBER 3, 1920.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Wind.		
				Humidity.	Direction.	Force.
Victoria Peak	6 a.	29.53	72	—	SW	1
Victoria Peak	7 a.	29.53	72	—	SW	1
Victoria Peak	8 a.	29.53	72	—	SW	1
Victoria Peak	9 a.	29.53	72	—	SW	1
Victoria Peak	10 a.	29.53	72	—	SW	1
Victoria Peak	11 a.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1
Victoria Peak	9 p.	29.53	72	—	SW	1
Victoria Peak	10 p.	29.53	72	—	SW	1
Victoria Peak	11 p.	29.53	72	—	SW	1
Victoria Peak	12 m.	29.53	72	—	SW	1
Victoria Peak	1 p.	29.53	72	—	SW	1
Victoria Peak	2 p.	29.53	72	—	SW	1
Victoria Peak	3 p.	29.53	72	—	SW	1
Victoria Peak	4 p.	29.53	72	—	SW	1
Victoria Peak	5 p.	29.53	72	—	SW	1
Victoria Peak	6 p.	29.53	72	—	SW	1
Victoria Peak	7 p.	29.53	72	—	SW	1
Victoria Peak	8 p.	29.53	72	—	SW	1